## AFFAIRS AT THE NATIONAL CAPITAL.

THE PACIFIC RAILROAD BILL IN THE SENATE. Interesting Debate on the Collins

Important Bill Regulating Emigrant Shipments.

Steamers.

INCREASE OF SUPREME COURT JUDGES' SALARIES

MORE ABOUT THE GIBSON CASE.

Correspondence on all Sorts of Topics, &c., &c.,

THIRTY-THIRD CONGRESS.

Senate. WASHINGTON, Feb. 15, 1855.

ARMY OFFICERS AND KANSAS LANDS. unication was received from the Secretary of War, giving further information with regard to the erence of officers of the army eserved in Kansas for the Delaware Indians.

THE WORKS OF JEFFRESON, HAMILTON AND MADISON.
On motion of Mr. CLAYTON, (whig) of Del., the Cem mittee on the Library was instructed to inquire into the expediency of publishing the works of Jefferson, Hamiln and Madison, and the papers and correspondence

INCREASE OF REVOLUTIONARY SOLDIERS' PEN On motion of Mr. Cass. (dem.) of Mich., the Commit-ice on Pensions was directed to inquire into the propriety of paying all the Revolutionary soldiers and office living one hundred dollars per annum from the first of January last, where their pensions are less than that

aum.

ADDITIONAL CIRCUIT COURTS IN MISSOURI AND OHIO.

The bill authorizing the holding of an additional term of the Circuit Court of the United States for Missouri, was amended so as to include the district of Ohio, and

was amended so as to include the district of Ohio, and passed.

MILITARY HOSPITAL IN MINNESOTA, ETC.

A bill was also passed, providing for the erection of a military hospital near Pembina River, Minnesots, for the relief of families, and for the beneat of the officers and crew of the United States ship Sea Gull, and for the establishment of a land district in Oregon.

THE INDIAN APPROPRIATION HIL.

The amendment to the Indian appropriation bill pending at the adjoarnment yesterday, respecting the payment of the claim of R. W. Thompson, was opposed by Messra. Bayard and Stuart, the latter reading from official decuments to show that Thompson held intercourse with the Indians, contrary to law

Mr. Brown, (dem.) of Miss., replied, setting forth that Thompson not only urged, but obtained for the Indians an equitable claim, which our government was inclined to disavow.

Mr. Houston, (dem.) of Texas—When the government cose not keep faith with the Indians, it does not seem very disreputable for private individuals to follow their rample.

The amendment was then lost, by yeas 19, nays 24.

Mr. Bhown then introduced an order requiring the Comptroller of the Treasury to examine the claim of Thompson, as to whether anything and how much was due to him, and report to next Congress. Negatived by a vote of 19 to 14.

wete of 19 to 14.

Mr. Weller, (dem.) of Cal., rose to order that the Senate, for the residue of the session, meet at 11 o'clock. The order was reconsidered and laid on the table.

An executive session was held, and the nomination of Siver H. Perry as Consul to Canton was considered and referred. At a quarter to five o'clock, upon division, there being but twelve Senators present, the Senate adjectives. WASHINGTON, Feb. 15, 1855.

THE EETTER PRESERVATION OF LIPE ON BOARD PASSENGED VESSELS.

Mr. Sewand, from the Committee on Commerce, asked the consideration of the bill regulating the carriage of passengers in steamships and other vessels. Tre bill was read twice, and put upon its passage. [The bill is given in another column ]
Mr. Benjamin, (whig) of La —I ask that the further

reading of the bill be suspended, while I make a state-ment in relation to it to the Senate. The Senate is aware that the subject of a passenger law was referred at the inst session to a special committee, of which the hon-erable Senator from New York, now absent in con-sequence of ill health, (Mr. Fish.) was chairman, and this kill is now reported from the Committee on Com-merce. Lesented to it reluctantly, because, prior to the departure of that honorable Senator from New York, to pass at this session, he requested me to pay cial attention to it, and not allow action on it during especial attention to it, and not allow action on it during his absence. I withdrew my opposition to the reporting of the present bill in the Committee on Commerce upon ents being made that the Senator had assented to the modification of the bill which he, as chairman of the select committee, has reported to the Senate. I have since received a letter from him, from which I ascertain that these statements were erroneous, and that he still adheres to the bill as reported by the select committee, and which is the fruit of much labor, and the gathering together of much information from all parts of the Unon. I think, under the circumstances, the Senate will not be disposed to put this bill upon its passage in this hasty manner.

Mr. Skward-Mr. President-My esteemed colleague (Mr. Fish) submitted at the last session a motion to have a raccial committee appointed for the nurses of

SEWARD—Mr. President—My esteemed colleague fish) submitted at the last session a motion to a special committee appointed for the purpose of dering the defects in the passenger lws, and that nittee reported a bill to remedy those defects. Mr. was leaving here the other day when a number of York merchants appeared and stated there was ambarrassment in their city, resulting from the cof vesses, owing to the misconstruction of the ex-Fish was leaving here the other day when a number of New York merchants appeared and stated there was great embarrassment in their city, resulting from the seizure of vesseis, owing to the misconstruction of the existing laws. They called on the Treasury Department, and that department framed a bill which is exactly like this, and they requested me to introduce the bill here. I asswered, that if it conflicted with the bill of my colleague, I could not, and that I must have his permission. My colleague went away suddenly. I did not see him again. They reported to me that he assented to, and approved of, the introduction of this bill. I was prepared then to present it, and I called upon the Senator from Louisiana, one of my associates on the Committee on Commerce, to obtain his cooperation. He told me he had been requested by my colleague to watch his own bill, and not to consent to, or permit the passage of, another proposed by the citizens of New York. Thereupon I refrained, and advised the parties in New York of the circumstances. They replied to me that although I had not seen my colleague, he had assented to it; and they produced to me a letter from the Secretary of the Treasury, saying that the department understood him to have assented to it. Under these circumstances the bill of my colleague was referred, on the motion of the Fenator from California, (Mr. Gwin, to the Committee on Commerce, by whom yesterly morning I was unanimously instructed to report this bill, and urge its passage; and acting upon the information which he then had, he concurred in that recommendation. Thus the bill came here in the shape in which it was sent from the Treasury Department. Now, my friend from Louisiana, who has just come into Senate during the second reading of the bill, says that he has just now received late information, from my colleague, Mr. Fish, in which he protests against the passage of this bill. Inasmuch as it concerns the city of New York, which is more immediately within his representation than mine, that is

ferred until he could return to have action on it, he cheerfully yielded, and did not insist on this bill until he had been informed that his colleague had yielded his objections.

The following is the letter from the Scoretary of the Treasury, alluded to by Mr. Scward:—

TREASURY DEFARMENT, Feb. 3, 1855.

She—I have the honor to acknowledge the receipt of your communication of the 2d instant, with the accompanying copy of a bill regulating the carriage of passengers in steamships and other vessels, and which forms the ninth chapter of the compendium of the revenue laws prepared by this department, and in reply, to state, the department approves the chapter in question as amended, but proposes to attach an additional clause to the repealing section, and a copy of which is herewith enclosed. Copies of the chapter as amended have been this day forwarded to the Committees on Commerce of both houses of Congress.

Thave the honor to be, very respectfully, your obedient servant,

Sccretary of the Treasury.

To the Hon. W. H. Seward, U. S. Schator.

The bill was then laid over.

Mr. TOUCKY, (dem.) of Conn., futrollucel a bill to increase the salaries of the Judges of the Supreme Court, which was passed, by 30 yeas to 15 mays.

Mr. HOUSTON, (dem.) of Texas, notified the Senate that there was a pamphlet villifying him, from the pen of Thomas J. Green, which had been 1sid on Senators' desks. He then gave Mr. Green a tremendous lashing.

Mr. Cass, (dem.) of Mich., said he did not believe a werd of such charges; whereupon the subject was dropped.

EXTRA COMPENSATION TO COMMODORE PERRY.

The Committee on Foreign Relations reported a bill appropriating \$25,000 to Commodore Perry on, account of bis diplomatic services at Japan.

JOWA LAND BILL.

A bill to change the boundaries of the land districts of lewa was passed.

The Senate adhering to its amendments with regard to

THE SWAMP LANDS.

The Senate adhering to its amendments with regard to the Swamp Land bill, asked for a committee of confe-

After a short debate, got precedence over the District of Columbia and Raifcoad Iron b lis.
Mr. Gwin moved Judge Douglas' bill, proposing Norhern, Seuthern and Central routes, as a substitute for
the original bill reported by the select committee.

House of Representatives. WARMINGTON, Feb. 16, 1855. THE LAND GRADUATION BILL.

The SPEAKER announced the first business be Bennett's bill granting lands equally to the several States for railroad and school purposes, and that Mr.

Hamilton was entitled to the floor.

Mr. HAVEN, (whig) of N. Y., appealed to him to yield it, with the view of going into Committee of the Whole on the State of the Union on appropriation bills. There were now but fourteen remaining days of the session, and those bills may be lost unless they are at once

acted on.

Mr. Howsron, (dem.) of Ala.—No deubt of it.

Mr. HAMILTON, (dem.) of Md., them moved that Mr.
Bennett's bill be committed to the Committee of the
Whole on the State of the Union, and demanded the
previous question, pending which the House went intecommittee on MAIL STEAMER APPROPRIATION BILL-THE COLLINS

committee on THE MAIL SYMMER APPROPRIATION BILL—THE COLLING STEAMSHIPS.

Mr. OLDS, (dem.) of Ohio, offeced an amendment, appropriating eight hundred and fifly eight thousand dollars for the transportation of the mails from New York to Liverpoel and back, and repealing that part of the Deciciency bill of 1850 which directs the Secretary of the Navy to terminate the arrangement for the additional allowance to the Collins line, provided Collins and his associates shall proceed with all due diligence to build another steamship, in accordance with the terms of the contract, and have some ready for mail service in twe years from the passage of this act. If the steamship is not ready within the time mentioned, by reason of any neglect or want of any diligence on their part, then they shall carry the mails between New York and Liverpool, from the expiration of said two years, every fortnight, free of charge to the government, until the new steamship shall have commenced said service.

Mr. Olds, presuming the amendment was understood, would not trouble the House with a speech unless the proposition should be opposed.

Mr. Twent, (dem.) of N. X., inquired whether there has not been a proposal to carry the mail between New York and Liverpool, at a less rate than was paid to Mr. Collins?

Voices—Yes, less than one half.

Mr. Olds replied—Such a proposition has been made.

Mr. Twizen, (dem.) of N. Y., inquired whether there has not been a proposal to carry the mail between New York and Liverpool, at a less rate than was paid to Mr. Collins?

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Mr. Olds replied—Such a proposition has been made. Mr. Shiff, (dem.) of Va., objected to the gestleman postponing his remarks under the idea that the House understood the subject. He wanted the gestleman to give a reason for this enormous appropriation, especially as proposals had been made to perform the service for one half the money now paid.

Mr. Olds remarked, he was heretofore faverable giving notice for a cessation of the extra compensation, but subsequent investigation has convinced him that justice to Mr. Collins requires the money to be given. His line of steamers have done more for the American name and skill on the occan than all the government steamers put together.

Mr. Sollers, (whig) of Md., inquired whether stock in the Collins line was not held by British capitalists?

Mr. Olds expressed the belief that not a single dollar of the line is owned abroad, and spoke in high praise of the beauty, model and exculence of construction of the Collins steamers. That line must go down if this appropriation is withheld. No doubt Mr. Collins could perform the service for much less in such vessels as the North Star, but not in steamers like the Atlantic, Baltic and Pacific. The new steamer Adriatic will not, he ventured to say, be excelled by any on the occan. Mr. Collins has more than performed his regular engagement. We live in a fast age—we have fast horses and pretty women—(laughter)—and we want the lastest steamers in the world. The Collins line cannot be sustained unless extra compensation be allowed. Never yet has the company been able to declare a dividend on the capital stock, and within a few weeks the stock has been sold for sixty cents on the dollar. As to the unsuitable ness of those steamers for war, the idea originated among the old fegres of the Navy Department. Every vessel, no matter how

mails for less, but the object was to induce Collins to buy off the proprietors. Advertisements were published for the per formance of the mail service, but not a single bid was received.

Mr. Shiff,—When was that?

Mr. Olds.—During the last Congress. The same men have come for want offering to do the service for less money then is paid Collins. Vanderbilt wanted to enlist him (Olds) in his behalf; but he refused. He did not want such vessels as the North Star, but those which can be converted into war steamers, like those of the Collics line.

Mr. Shiff resumed reading from a speech of Mr. Olds, delivered in 1852, to the effect, that we had a responsible bidder before our committee, and the bil was reported for the stransportation of the mails from Jerzey City to Galway, Ireland, at \$10,000 the round trip. If his were so, asked Mr. Smith, why give Mr. Collins \$33,000 for the same service? Further, the gentleman from Olio said in the same speech that members want to give the extra compensation as a bonus to beat the British line. Let them say so and not do it under the pretence that it is recessary to the mail service of the country. Mr. Smith read other extracts: "As Chairman of the Committee on Post Offices and Post Roads, the gentleman from Ohio thea persecuted Messrs. Collins & Co., but like Paul journeying from Tarsus to Damsscus, had fallen under the power of a new light, and has been converted in an extraorbinary and wooderind manner to a different conclusion." (Laughter.) He read an account of Paul's conversion from the New Testament, not in the spirit of irreverance, but to point a moral and adorn a tale. The conversion of that day, was careely less miraculous than the sudden and unexpected conversion of the Chairman of the Post Office Committee. (Laughter.)

Mr. Olds expressed the hope that his conversion was as pure as that of St. Paul's, but he should not go to him, (Smith.) as St. Paul's, but he should not go to him, (Smith.) as St. Paul's, but he should not go to him, (Smith.) as St. Paul did to A

him, (smith,) as St. Paul duty Albanas, and the sight.

Mr. Smith, resuming, said the gentleman had alluded to the old fogles of the Navy Barean to get rid of the responsibility of his official station—

Oh, wad the power the giftie gie us,
To see ourselves as others see us,
It wad frae many a blunder free us,
And foolish notion.

He would proclaim it here that Mr. Van lerbilt offered to do the service for a very considerably less turn than

He would proclaim it here that Mr. Van lerbit offered to do the service for a very considerably less num than Mr. Collins, tendering good security; but the proposition was rejected and duly disregarded, in order to continue the present monopoly. He declared himself opposed to the whole scheme, viewing it as a source of corruption.

Mr. Olde asked, if the gentleman was so opposed to extras, how he got the name of "Extra Billy?" (Laughter.)

extras, how he got the name of "Extra Billy?"
(Laughter.)
Mr. Sairm retorted. The gent'eman had no right to b Mr. Shirm retorted. The gent'eman had no right to be impertinent. But it was only one who could violate the rules of order who could violate the rules of good manners. He got the name honorably by extra and faithful service in the democratic party, not by dishonorable means or unworthy trick. "Do you," he asked Mr. Olds, "understand that!" (Sonation)

Mr. Olds.—You ought to understand it better than anybody else.

Mr. Shirm further replied, saying in conclusion, "Would to God the gentleman's past history was that of a democrat."

Mr. Olde-You ought to understand it better than anybody else.

Mr. Swirm further replied, saying in conclusion, would to God the gentleman's past history was that of a democrat."

Mr. Walbridge, (dem ) o' N. Y. said—Mr. Chairman, Looking to the important relations which the city of New York bears toward the commerce of the Unitso, and the measure of her annual contributions to the revenue of the country, no one will deny she has a legitimate right to be heard in the matter now before us. The question involves high and grave considerations. It affects deeply our commercial interests, and is no less than this: Shall American naval enterprise, invited by your legislation, begun and sustained under your auticust of the second of the country, be neglected or discarded by hesitancy or refusal to continue the contract which gives us a position of assendancy in the rivelry between this coantry and Great Britain in ocean savigation. The general government had long left the reproach that lay at its door for neglecting the interests of our commerce for seven years, by permitting our transatlantic rival deliberately to assume superiority in ocean steam navigation. In the year 1835, the first ship of the Cunard line was built. She was called the Great Britain. In the year following, the British government made a contract for seven years with the proprietors for carrying the mails from their shores to ours. What was the condition of things at that time in the competition between the American and British sailing vessels? The former ched all competition in the transportation of light merchandise and of passengers. Superior speed and other sailing qualities placed them far ahead of the English models. What was to be done. The British government, justly sensitive to the commercial interests of 182 with Cunard, and with it went to that line almost a monopoly of the valuable carrying trade which we had previously possessed. In this new and profitable channel of business, our Anglo frivals weet on most prosperously for themselves,

courage at hand? An energetic and patriolic citizen of New York, Mr. Edward K. Collins, came forward, after having been solicited by the government to make a bid, and submitted his proposals, which were accepted. The contract of Mr. Collins called for ships of 2,000 tens measurement for each steamer, with 1,000 horse power, to be built for great speed, and sufficiently strong for war purposes, and in 1847 Congress gave its deliberate and unequivocal sanction to the law of the 3d of March, of that year, providing for the building and equipment of four naval stemmings. The 2d section of that act made it the duty of the Secretary of the Navy "to accept on the part of the government of the United States the proposals of Mr. Collins and his associates for the transportation of the United States mail between New York and Liverpool, and to contract with the said R. K. Collins and his associates for the faithful fulfilment of the stipulations therein contained; and in accordance with the provisions of that act, the third section of which declared "that the steamships to be employed by the said E. K. Collins and his associates in the transportation of the United States sail between New York and Liverpool shall be constructed under the imspection of a naval constructed under the inspection of a naval constructed so as to render them convertible at the least possible cost into twar attamers of the first class." At the time this contract was exeshall be constructed so as to render them convertible at the least possible cost into war ateamers of the first class." At the time this contract was executed between the government and Mr. Collins the largest Cunard ship was only 1,400 tons, with five bundred horse power. Soon as the energectic action of this government became hnown, Cunard laid the keets of the four ships, America, Europa, Canada and Niagara, each of 1,800 tons. Collins, fully appreciating the responsibilities had assumed, determined to do his part in vindicating the ability of the American people to compete with the citizons of Great Britain, and he therefore applied to and received from the proper department a "carteblanche" to build ships 1,000 tons larger, with a corresponding sucrease of motive gower. By this increase in the steamships' capacity it requires but little calculation to determine that the running expenses were increased to the proprietor flay per cent. By the original contract it was stipuisted that they should run twenty trips out and back at \$19,250 per trip. They were then required to increase the trips to twenty-six at the same rate, and the whole allowance for the whole service was a fraction over \$500,000. With all the care, prudence, economy, and the additional advantages of increased assed, it was found the promption were sinking many.

ance, the sum of two hundred and thirty six thousand five hundred dollars: Provided, That it shall be in the power of Congress at any time after the illet day of December, 1254, to terminate the additional allowance herein provided for upon siving six months notice.

What effect did this legislation produce? By giving the increased compensation of \$13,750 per trip, and making the aggregate for each trip equal to \$33,000, the total for the service was raised from rising \$500,000 to \$838,000, and the increase continues until the let of January, 1856. After that period, unless you now interfere by further legislation, the original contract, which extends to the lat of April, 1860, will leave the owners to do the service at the sum of \$500,500, with the enormous loss which they must necessarily suffer, even if they have the ability to go on with the service. Now, all the world knows that the rates of living, and the cost in every department of the mechanic arts, have risen one hundred per cent since the original contract was made, and that they have been augmented fully fifty per cent since the increased allowance by the law of 1852. This, of itself, would be am unanswerable argument against any attempt are duction, by falling to come up to the spirit and parpose of the law of 1852. But what advantages have not resulted from the establishment of this American line, in addition to the national reputation we have acquired upon the seas? Previous to its organization the maritime genius of our rival had ever triumphed. But in this flerce competition American skill and genius has brought the two great continents nearer together than they have been brought before. The reduction of the tost of rought on light articles has been nearly one hundred per cent; a reduction of twenty six per cent in the price of passage, a reduction of one-sixth of the time in the passage of crossing the Atlantic. The cheap support of war ships, ready at a moment's warning to pass from the hands of the present owners to those of the government,

Our Washington Correspondence.

WASHINGTON, Feb. 14, 1855.

A Treaty Being Negotiated—Another Ierritorial Govern ment in Embryo—A New Era in the History of the Red Man—Coll's Patent, Threats and Revolvers—The Texas Debt Bill in the Senate—Treaty of 1819 with Spain— Mr. Orr's Exposure—Fast Legislation, &c.
A delegation of Choctaw Indians, now in this city, are

negotiating a treaty with the government, by which they are to be guaranteed the right of a territorial government upon an equal footing with other territorial governments. By such a treaty the Choctaws will not only be catitled to a delegate in the United States Congress, but admission as a State into the Union. they have the requisite number of population. In this treaty the Choctaws propose, for a sufficient compensation to be paid by this government, in money, to take charge of and manage various Indian tribes which have squatted upon the Choctaw territory, and ore now occupying it in violation of existing treaties. If this treaty

charge of and manage various Indian tribes which have squatted upon the Choctaw territory, and are now occupying it in violation of existing treaties. If this treaty be negotiated, and confirmed by the Sena'e, it will not only be the most important Indian treaty entered into by our government, but it will be the commencement of a rew wra in the history of the red mas, leading to a perfect civil and political equality with his winte brothers.

Aithough the Colt's Patent case seems to have been unceremoniously kieted from the halls of Congress, yet the parties interested are determined not to remain kicked out. Efforts will be redoubled at the next session of Congress, and the friends of Col. Colt are already expressing consident hopes of success before the next House of Representatives. In this connection, I would mention that various and sundry threats are rumored to have been made by Colt and his friends against certain members of Congress. One rumor is, that the Colonel was coming on for the express purpose of testing the virtue of one of his receivers upon the person of the Hon. John Letcher, but was written to by a friend from this city "not to come." Sensible advice, this. However, I place no confidence in these rumors, but am rather inclined to think that Col. Colt, in his pariest extension, has been rather persecuted than opposed. The Senate, to-day disagreed to the amendments made to the Texas debt bill in the House of Representatives, and will insist upon the bill in its original shape, appropriating \$5,500,000. The House amendment appropriates only what has slicady been a proportiest, \$6,500,000, and which now stands on the books of the United States Treasury to the credit of Texas. It then amounts to no appropriation at all, but a mere permission to the State of Texas will release both the State and federal governments from all Edigation and liability. Of course such a bill as this would not be seriously considered by the State of Texas, and the time spent in its passage to the Senate bill without an

"and all reports bereafter to be printed?"

CORRESPONDENCE OF OTHER PAPERS.
[Correspondence of the Pennsylvanian, Administration organ.]

Washington, Feb. 14, 1855.

The President and Gen. Scott—Ocean Mail Steamers, &c.
Whenever democrats are wheeeled into the magnanimus towards political opponents, they generally fad themselves in that classic situation which Gen. Scott so teelingly alluded to, when suddeely called upon to address his fellow citizens of Washington, during the last Presidential campaign. The Lieutenant General bill which passed the House with such cordial unanimity on Monday last, was a complete sell. Democratic members were told that all that the veteral looked for was glory, not gold—rank, not rations—g few more feathers, but not another extra allowance from the Treasury. It was whisperingly hinted that the new rank might possibly add a few hundred dollars to Gen. Scott's income, but it was talked of as a bare possibility—as one of these little Treasury dribbles which usually attend warriors in their spward career of glory, spangles, and gold lace. It now turns out, that under the provisions of the bill, so cle-

(Correspondence of the North American.)

Washington, Feb. 13, 1855.

ipated Appointment of Senator Shields as a gadier General—The French Spotiation Bill—The Manifespated Appointment of Senator Shields as a Brigadier General—The French Spotiation Bill—The Navy, &c.

It is stated that it is the intention of the President to appoint General Shields a Brigadier General, should the amendment to the army till for raising four additional regiments be adopted by the House. This is no doubt one of the very objects for which these troops are to be raised. The commissioned offices are to be distributed as rewards for services rendered the administration in the infamous act of repudiating the Missouri compromise. The patronage already existing is not sufficient to reward all the martyrs in that cause. Shields is one of them. He fall, like Bodge, in the foremost rank. But the cannot, like Bodge, be compensated by a foreign mission. It is not easy to make a vacancy for him by turning out any less conspicuous partisan. Therefore the protext of an Indian war is resorted to as an excuse for the creation of about two hundred and fifty military commissions, for general distribution among the maimed and weunded, and for adding two and a law millions of dollars to the annual expenditures of the government. I hope that the whigs will stand together as one man in resistance to it, and I trust that enough of the demorats will oppose this monstrous addition to the power of the Executive to defeat it. All opposents of the Nebraska bill should regard this proposition as a supplementary part of that scheme, and treat it accordingly. At this moment two-thirds of the House are opposed to the beautive patronage may do, it is hard to any

At this moment two-thirds of the House are opposed to it; but what executive patronage may do, it is hard to say.

It is said that the President is painfully exercised in regard to the French Spoliation bill. All his antecedents warrant the expectation of a veto; but he is besieged with committees from the anxious claimants, who press him with appeals which he finds it difficult to resist, whether as a man or a politician. The Cabinet are known to stand four for signing, and three for vetoing the bill. The indications to-day are that it will be signed; but of course no one beyond the efficial household of the President can have any positive information of his intestions.

The subject of reorganizing and increasing the navy has been discussed to day in the House. The bill for building seven additional steam sloops of war will doubtless be rejected to-morrow. The temper of the House is decidely adverse to any more legislation in that direction during this Congress. Mr. Seward, of Georgia, caused much discussion this afternoon, by moving as an amendment a plan nearly equivalent to the internal improvement bill of the last session, which was vetoed. He argued, very sensibly, that it was better to deepen and improve the Southern harbors, so as to fit them for the admission of large vessels, than to build ships adapted to those harbors in their present, condition. Most conspicuous among the opponents of this very reasonable suggestion was Mr. Ashe, of North Carolina, who last year got through an appropriation of \$150,000 for the improvement of the Cape Fear river, which was the only stream in the whole Union found by the President to be constitutional.

There is a report that Santa Anna's government has requested the recall of General Gadsden's presence in Mexico was detrimental to the public peace, and not favorable to the present good understanding between the two countries. There is no probability that the suggestion of his withdrawal will be favorably responded to.

A Bill to Hegulate the Carriage of Passengers

by Steamships and other Vessels. Sec. 1. No master of any vessel owned in whole, or in

part, by a citizen of the United States, or by a citizen of any foreign country, shall take on board such vessel, at any foreign port or place, other than foreign contiguous territory of the United States, a greater number of passengers than in proportion of one to every two tons of such vessel, not including children under the age of one year in the computation, and computing two children That the spaces appropriated for the use of such passengers, and which shall not be occupied by stores or other goods, not the personal bag;age of such passengers shall be in the following proportions, viz:—On the main and poop decks or platforms and in the deck houses, if there be any, one passenger for each sixteen clear superficial feet of deck, if the height or distance between the decks or platforms shall not be less than six feet, and on the lower deck, (not being an orlop deck,) if any, one passenger for eighteen such clear superficial feet, if the height or distance between the decks or platforms shall not be less than six feet, but so as that no passenger shall be carried on any other deck or platforms nor upon any deck where the height or distance between cecks is less than six feet, with intent to bring such passenger to the United States, and shall leave between cecks is less than six feet, with intent to bring such passenger to the United States, or any number thereof, within the 'urisdiction of the United States; or if any such master of any vessel shall take on board his vessel at any port or place within the jurisdiction of the United States, any greater number of passengers than in the proportion aforesaid, with intent to carry the same to any foreign port or place other than foreign contiguous territory as aforesaid, every such master shall be deemed guilty of a midemeanor, and upon conviction thereof before any circuit or district court of the United States, shall, for each passenger taken on board beyond the limit afore ad, or the space aforesaid, be fined in the sum of fitty dollars, and may also be imprisoned, at the discretion of the judge before whom the penalty shall be recovered; but should it be necessary tor the safety or convenience of the vessel, that any portion of he cargo, or any other articles, or article, should be placed on, or stored in, any of the decks, cabins, or other places appropriated to the use of passengers, the same may be placed in lockers or enclosures prepared f That the spaces appropriated for the use of such passen gers, and which shall not be occupied by stores or other

purposes of this act. It is also provided that one hospital in the spaces appropriated to passengers, and separate therefrom by an appropriate partition, and furnished as its purpose require, may be prepared, and when used, may be included in the space allowable for passengers, but the same shall not occupy more than one hundred superficial feet of deck or platform.

Sec. 2. No such vessel shall have more than two tiers of berths, and the interval between the lowest part thereof and the deck or platform beneath, shall not be less than nine inches, and the berths shall be well constructed, parallel with the sides of the vessel, and separated from each other by partitians, as berths ordinarily are separated, and shall be at least six feet in length, and at least two feet in width, and each berth shall be occupied by no more than one passenger; but double berths of twice the above width may be constructed, each berth to be occupied by no more, and by no other, than two women, or by one woman and two children unfer the age of eight years, or by husband and wife, or by a man and two of his own children unfer the age of eight years, or by husband and wife, or by a man and two of his own children unfer the age of eight years, or by husband and wife, or by a man and two of his own children unfer the age of eight years, or by husband and wife, or by a man and two of his own children unfer the age of eight years, or by two men, members of the vessel and the owners thereof shall severally forfeit and pay the sum of tire dollars for each passenger on boved of valid vessel on such voyage, to be recovered by the United States in any of the provisions, then the master of the vessel and the owners thereof shall severally forfeit and pay the sum of tire dollars for each passengers on boved the deck of combinate of the such passengers, shouls of the passengers of the training the last of the vessel of the such passengers, shouls constituted the recovery of the such passengers believed to the passengers, shall have a capacity pro

places where either rice, catmeal, wheat flour, or peas and beans cannot be precured, of good quality and on rea-sonable terms, the quantity of either et any of the other last named articles may be increased and substituted therefor: and is case postoes cannot be procured or reasonable terms, one pound of either of said articles may be substituted in lieu of five pounds of potatoes; and the captains of such vessels shall deliver to each passenger at least one-tenth part of the aforesaid provisions weekly, commencing on the day of salling, and at least three quarts of water and sufficient fuel for cooking daily; and if the passengers on board of any such vessel in which the previsions, fuel and water hereit required shall not have been provided as aforessid, shall at any time be put on short allowance during any voyage, the master or owner of any such vessel in shall pay to each and every passenger who shall have been put on short allowance, to be recovered in the circuit or district court of the United States; but nothing herein contained shall prevent any passenger, with the consent of the captain, from furnishing for himself the action. allowance, to be recovered in the circuit or district court of the United States; but nothing herein contained shall prevent any passenger, with the consent of the captain, from furnishing for himself the articles of food herein specified; and if put on beard in good order, it shall fully satisfy the provisions of this act, so far as regards food; and any passenger may also, with the consent of the captain, furnish for himself an equivalent for the articles of food required in other and different articles; and if, without waste or neglect on the part of the passenger, or inevitable accident, they prove insufficient, and the captain shall furnish comfortable food to such passengers during the residue of the voyage, this, in regard to food, shall also be a compliance with the terms of this act.

Sec. 7. The captain of any such vessel so employed, is hereby authorized to maintain good discipline and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health; and to that end he shall cause such regulations as he may adopt for this purpose to be posted up, before sailing, on heart and wash assall to a place.

and such habits of cleaniness among such passengers s will tend to that end he shall cause such regulations as he may adopt for this purpose to be posted up, before sailing, on board such vessel, in a place accessible to such passengers, and shall keep the same so posted up during the voyage; and it is hereby made the duty of said captain to cause the apartment occupid by such passengers to be kept at all times in a clean, healthy state, and the owners of every such vessel as employed are required to construct the decks and all parts of said apartment, so that it can be thoroughly cleansed; and they shall also provide a safe, convenient privy or water closet, for the exclusive use of every on hundred such passengers. And when the weether is such that said passengers cannot be mustered on deck with their bedding, it shall be the duty of the captain of every such vessel to cause the deck occupied by such passengers to be cleansed with chleride of lime or some other equally efficient disinfecting agent, and also at such other times as said captain may deem necessary. See. 5. The master and owner, or owners, of any such vessel so employed, which shall not be provided with the house or houses over the passenger-ways, as prescribed in the third section of this chapter, or with ventilators, as prescribed in the fourth section of this chapter, or with the cambooses or cooking ranges with the houses over them. as prescribed in the fifth section of this chapter, shall severally forfeit and pay to the United States the sum of two hundred dollars for each and every yielation of, or neglect to conform to, the provisions of each of said sections, and fifty dollars for each and every yielation of, or neglect to conform to, the provisions of the seventh section of this chapter, to be recovered by suit in any circuit or district court of the United States, within the jurisdiction of such to provisions of each of said sections, and fifty dollars for each and every violation of any of the provisions of the seventh section of this

shall be deemed and held as conclusive evidence thereof
Sec. 10. The provisions, requisitions, penalties and
liens of this act relating to the space in versels appropriated to the use of passengers, are hereby extended
and made applicable to all spaces appropriated to the
use of sicerage passengers in vessels propelled in whole
or in part by steam, and navigating from, to and between the ports, and to the masters thereof; and so
much of the actentifled, 'an act to amend an actentifled
'an act to provide for the better security of the lives
of passengers on board of vessels propelled in whole or
in part by steam, and for other purposes, 'approved August thirtieth, eighteen hundred and fifty-two, as conflicts with this act, is hereby repealed; and the space
appropriated to the use of steerage passengers in vessels
so as above propelled and navigated, is hereby subjected to the supervision and impaction of the collector of
the customs at any port of the United States at which
say such vessel shall arrive, or from 'which she shall be
about to depart; and the same shall be examined and
reported.

The vessels bound from any port in the Unied of the customs and the customs and report.

The vessels bound from any port in the Uni-

reported in the same manner, and by the same officers, by the next preceding section directed to examine and report.

Sec 11. The vessels bound from any port in the United States to any port or place in the Pacific ocean, or on its tributaries, or from any such port or place to the stributaries, or from any such port or place to any port in the United States on the Atlantic or its tributaries, shall be subject to the foregoing provisions regulating the carriage of passengers in merchant vessels, except so much as relates to provisions, water and fuel; but the owners and masters of all such vessels shall in all cases furnish to each passenger the daily supply of water therein mentioned, and they shall furnish, or cause passengers to furnish for themselves, a sufficient supply of good and wholesome food; and in case they shall tail so to do, or shall provide unwholesome or unauitable provisions, they shall be subject to the penalty provided in the sixth section of this chapter, in case the passengers are put on short sillowance of water or provisions.

Sec. 12. The captain or mister of any ship or vessel arriving in the United States, or any of the Territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo, and if there be no cargo, then at the time of making report or entry of the ship or vessel parsunant t) law, shall also deliver and report to the collector of the district in which such ship or vessel shall arrive, a list or manifest of all the passengers taken on board of the said ship or vessel at any foreign place; in which his or manifest it shall be the duty of the and manier to designate particularly the age, sex, and occupation of the said passengers respectively, the part of the vessel occupied by each during the voyage, the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any, and what number, have died on the voyage; which list or manifest of the cargo, and th

comply with the provisious of this section, or any part thereof, shall incur the same penalties, disabilities, and forfeitures as are provided for a refusal or neglect to report and celiver a manifest of the cargo aforeasid.

Sec. 13. Each and every collector of the customs to whom such manifest or list of passengers as a foreasid snall be delivered, shall quarter yearly return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and every session.

Sec. 14. That the amount of the several penalties imposed by the foregoing provisions regulating the carriage of passengers is merchant vessels, shall be liens on the vessel or vessels which the provisions regulating the carriage of passengers is merchant vessels, shall be liens on the vessel or vessels shall be libelled therefor in any circuit or district court of the United States where such vessel or vessels shall arrive.

Sec. 15. All and every vessel or vessels which shall or may be employed by the American Colonization Society, or the Colonization Society of any State, to transport, and which shall actually transport, from any port or ports of the United States to any colony or colonies on the wast coast of Africa, colored emigrants to reside there, shall be, and the same are hereby, subjected to the operation of the foregoing provisions regulating the carriage of passengers in merchant vessels.

Sec. 16. The collector of the customs shall examine each emigrant ship or vessel on its arrival at his port, and ascertain and report to the Secretary of the Treasury the time of sailing, the length of the worage, the ventilation, the number of deaths, the age and sex of those who died during the voyage, together with his option of the ventilation, the number of passengers, their space on board, their food, the native country of the emigrants, the number of deaths, the age and sex of those who died during the voyage, together with his option of the earning of passengers in merchant vessels,

The Case of Captain Gibson.

LETTIE TO THE CHAIRMAN OF THE COMMITTEE OF PORKIGN APPAIRS—PURTHER DEVELOPMENTS—THE CAPTAIN'S NARRATIVE, ETG.

Captain Gibson, who, as the readers of the Herald will remember, was imprisoned at Batavia, tried on a ridiculous charge of treason, and suffered by the confiscation of his property, has addressed a letter to the Chairman of the Committee on Forign Affairs in the House of Representatives. The present letter is in answer to one put forth by the Dutch government, in relation to a memorial alleged to have been addressed to the Dutch government in the East Indies. Capt Gibson states that he has written no such memorial, and proceeds to detail the circumstances which surrounded him at Batavia. He was without friends—in a noisome dungeon, surrounded by felons, and had no prospect of immediate relief. In this dilemma, by advice of the representative of the American government at Batavia; he addressed a of the American government at Batavian he addressed a letter to the Governor-General of Netherlands India.

on the 25th. He remained in prison until the date of his escape. It was during this time that the Dutch go

rement aliege that he wrote the second letter. He says:—

It is not pretended by the Dutch Minister that I evenwrote but two communications to the Governor General;
the first, a statement of my previous conduct; the other,
and the last, an application for a stay of proceedings inmy case. Mr Van Hall says, in his despatch to Mr. Belmont of Feb. 25, 1863, on this subject—(H. Ex. dec. No.
16, p. 25.)——'In the meanwhile, under date of Feb. 25
while he was at liberty, Mr. Gibson, under the imprese
sion that he would again be incarcerated, wrote to the
Governor General the letter of which a copy accompanies this, in which he implores his clemency, acknowledges the imprudence of his actions, and alse for ar
immediate trial, in the hope that externating cfreumstances would cause a mitigation of the punishment
which, strictly speaking, he might have deserved. Or
the following day he again addressed hisself to the
Governor General, supplicating him to use the powewith which that high functionary is vested, in hibohalf, in order to stay all further proceedings.''

Now, there are two points in which Mr. Van Hall and
myself agree, namely, that I made two communications
to the Governor General, and that the last in the order
of time wears mere supplication to stay all proceedings.

We differ in regard to the time when the first letter,
was written, and as to what it contained. If, then,
can establish, by incontrovertible proofs, that the lette,
sent bore the date and contained the matter stated b.

ed that the Dutch have suppressed the true letter, and have foisted a spurious one upon our government. This proof I shall attempt.

The first proof I shall offer to support my statement of what my first letter to the Governor-General contain, ed, is negative merely. Mr. Belmont, in a despatch the transport of the transport of

sent on the 20th of February was a narration of fact alone. This paper has been suppressed by the Dute government, and one of an entirely different charactersubstituted. Captain Gibson then proceeds to analyst this letter, and makes out a very good case to show the this letter was forged for the Dutch government to serv its purposes; and then gives some particulars about h

this letter was forged for the Dutch government to servite purposes; and then gives some particulars about hypotic imaginings," thus:—

I entered the East with a feeling of a we for its history—its past renewn and its prostrate grandeur. I found them a people who impressed me with the idea that the were the Sclavi of Asia, and occupying the same positio, in relation to the Teutonic race in the East that the Sclave and Teuton maintain in the West. Without battle or bloodshed, and without a history to mark these footsteps, the Malsy races have spread from Polynesit o Sumatra, and from Sumatra over Borseo, and the greater part of the islands of the Eastern Archipelog. These races have supplanted the aboriginal races amony whom they came—their language the native languages and their religions the native religions. I found the tractable, infused with an expansive spirit, and capable of assimilating with the advantages of education to ordivilization. I felt that there was a dealiny in store ft. the Malay races, and ventured to express this idea, at only to the intelligent Dutchimen with whom I became acquainted, but with the more intelligent Malays. With latter I talked of the advantages of our civilization and of the elevation of the Malay masses by education and of the elevation of the Malay masses by education and an improved economy. I did not suppose that was an offence against the Dutch government to spead of agreat race spreading ever those vast seas, and of it one day becoming a power among civilized men.

The letter of the 15th it would not do for the Dutch produce against me. In the first place, it was writted while actually in prison, and would, therefore, be sub-

The letter of the 18th it would not do for the Dute, to produce against me. In the first place, it was writted while actually in prison, and would, therefore, be subject to the suspicion of having been extorted. In the second place, it breathed too much of the heroic, while the aim of the Dutch was to represent me as a weak in postor, and thus desiroy the impression which it was supposed I had made on the impressible Kalay mind.

To obviate these difficulties, and destroy my hold upon the minds of the natives and the sympathy of my court trymen, this letter of the 28th was written, as I charge by the procurement of the Netherlands India government I disown and deny that letter.

I dissown and deny that letter.

If any further proof of the spuriousness of the letter of the 25th is required, it will suggest itself to ever mind that considers it attentively. The last person wh consistently with what we know of human nature could make such a confession, would be the man guilt of the crimes confessed. When an instance contradictory of this is presented, a new fact will be added to the history of human eccentricity.

The blow which was sought to be dealt on me by this fabricated letter, is the severest that periddons animously could conceive. It aimed at once to brand me witterfine and cowardice, and thus to detach from me thous numerous and generous friends who have surroundes me since my return to this country, and who have surtained me by their sympathy and their counsels. It is however, a cause of congrabulation that this base proceeding of the Dutch government has strengthened me sympathy in this country.

I have the honor to be, very respectfully, yours, waltern M. GISSON.

spiracy at Havana and its Actors.

Some erroneous and some imperfect accounts have been published in different newspapers respecting the recent arrests in Havana. We are able to give som

particulars and explanations which will present the whole matter in a more correct and intelligible lighty. The conspiracy which has been discovered and arrestes was not of recent date. The foundation of it was laid.

The conspiracy which has been discovered and arrests was not of recent date. The foundation of it was largunder the governments of the two last Captains-General, who were very unpopular and even observious to the people of the island.

Finto, who has been arrested, and who may have captally suffered ere this time, was not director of the Lyceum, but only its secretary. He is a man of considerable ability, study and knowledge. He was formerly, priest, but has been for some years a married man an head of a family. As a priest cannot be treed from his yow of celibary even by the Pope, this is looked upo as a high offends.

It seems that the original pian was to bill the Captain-General by a pistol shot, at the Opera, from screened box, after which the gas was to be immediately stopped. If that should not succeed, opportunit was to be sought at a bail to be given to the Governoby a Marquis; and if that also failed, he was to be assafranted by persons pretending to have business within and calling at the palace.

The Governor was not assailed in either of thomodes, but as a ilarmed one night by the extinguishment of he gas lights, and discovery was made that onspiracy was on foot. It seems that some evidenchad before been chained by the government which was of some use. When Pinto's house was visited hit eofficers sent to search it, they at first could discover nothing, but after a time his cid pocketbook was found in a basket, and it contained several papers of in portace, showing his connection with the conspiracy though not proving that he was the chief.

At the date of the latest letters public peace was necisturbed, nor business in any manner interruped the reports of a fillbuster expedition. It is said that in case of any attempt by a party to lan in Guba, soe of the black troops will be detached to receive them, as that the greatest readiness exists among them to hat the whele buriness left to them.

Destructive Fire in Vicessura.—Vicessural feb. 5.—A destructive fire occurred here at about a o'clock this morning. It broke out in a building washington street, and before its ravages could checked, had destroyed the Parana saloon, Dillahunty gun shep, Blerm's clothing store, Maddy's dentist office and Helmer's clothing store, besides damaging Geneller saloen, Winston's clothing store, and other buildings in the neighborhood. The amount of loss has not yet before accertained, but must be quite heavy, as there was insurance of consequence on the property.

Fire in Rappahannock, Va.—Lips Lost.— A Zadariah Dowden, of Rappahannock county, had hitchen destroyed by fire on the night of the flist ul and, sad to relaise, an old negro woman, apparels of chundred years of age, perished in the fames. The is supposed to have originated from the pipe of the Chlack woman, who was sleeping in the house. Mr. D. house marrowly escaped destruction.